# ✯ WARS

# WyTRCC's Efforts to Improve The Wyoming Accident Reporting System (WARS)

## Data Dictionary

## Links

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## WORKING DRAFT COPY

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# Roadway Data Elements Obtained After Linkage To Other Data.

Data linkage expands the usefulness of each data file being linked without the delay and expense of new data collection. Linkage makes it possible to evaluate the relationship between specific roadway, crash, vehicle and human factors at the time of a motor vehicle crash.

It also permits these factors to be linked to health outcome data to determine their association with specific medical and financial consequences.

At the same time the linkage process itself improves the quality of State data and promotes collaboration between the Traffic Safety, Highway Safety, Planning and Injury control communities.

Wyoming has many elements that we are currently unable to link that we have chosen to collect on the Investigating Officer Crash Report. At the same time we will continue to work towards developing data linkage capabilities so that, over time, we will be able to obtain, via linkage, all of the information.

**These are the remaining Roadway Data Elements, we desire linkage to.** These are NOT collected at the scene because it's not reasonable to expect an investigating officer to determine.

## L1. Bridge/Structure ID Number

**Definition -** A unique federal inspection/inventory identifier assigned to a bridge, underpass, overpass or tunnel.

**Source - Roadway Inventory**

**Attribute - Number as described in Recording and Coding for the Structure Inventory and Appraisal of the Nation's Bridges, December 1988, Federal Highways Administration, item 8, and HPMS/90 item 77.**

**Rationale -** Important for Bridge Problem Identification and analysis.

## L2. Roadway Curvature

**Definition -** The measurement of the curvature in the roadway expressed in terms of it radius, length, and superevelevation.

**Source - Roadway Inventory**

## Attributes:

**4 Subfields**

**Rationale:** Curve data is used in searching for and diagnosing high crash locations.

## L3. Grade

**Definition -** the inclination of the roadway, expressed in the rate of rise or fall in feet per 100 feet of horizontal distance.

**Source - Roadway Inventory**

## Attributes:

**2 Subfields**

**Rationale:** Used to identify possible causes and countermeasures of high crash sites.

## L4. Part of the National Highway System 1A

**Definition -** Designation as part of the National Highway System.

**Source - Roadway Inventory**

**Attributes:**

**Y Yes**
**N No**
**U Unknown**

**Rationale:** Important to monitor highway safety on the National Highway System.

## L5. Annual Average Daily Traffic

**Definition -** the average number of motor vehicles passing a point on a trafficway in a day, averaged for all the days of the year, during a specific year.

**Source - Roadway Inventory**

## Attributes:

**2 Subfields**

**AADT 6N**

**Year 4N**

**Rationale:** Important to normalize crash data to account for exposure.

## L6. Width of Lanes

**Definition -** Lane width in feet.

**Source - Roadway Inventory**

**Attributes: 2N**

**Rationale:** Important to monitor association of lane width and the frequency of crashes.

## L7. Width of Shoulders

**Definition -** Shoulder width in feet.

**Source - Roadway Inventory**

**Attributes: 2N**

**Rationale:** Important to monitor association of shoulder width and the frequency of crashes.

## L8. Width of Median

**Definition -** Median width in feet.

**Source - Roadway Inventory**

**Attributes:** **2N**

**Rationale:** Important to monitor association of lane width and the frequency of crashes.

## L9. Access Control

**Definition -** the degree that access is controlled by public authority.

**Source - Roadway Inventory**

**Attributes:**

**Full Control**
**Partial Control**
**No Control**

**Rationale** - Important to guide future highway design and traffic control.

## L10. Railway Crossing ID

**Definition -** a unique US DOT/AAR number assigned for identification purposes to a railroad crossing.

**Source - Roadway Inventory**

**Attributes:** **Specific Number assigned by the State in cooperation with the American Association of Railroads.**

**Rationale -** Important in determining the need for additional controls, and evaluating the various types of controls.

## L11. Roadway Lighting

**Definition -** the type of roadway illumination.

**Source - Roadway Inventory**

**Attributes:**

**No lighting**
**Spot Illumination**
**Continuous Lighting**

**Rationale:** Important information for determining the effect of lighting on roadway crashes.

## L12. Pavement Markings Function and Color

**Definition -** longitudinal markings used on the roadway surface to guide or control the path followed by drivers.

**Source - Roadway Inventory**

### Attributes:

**Centerline, Skip Dash, Yellow**
**Centerline, Solid, Yellow**
**Centerline, Solid Double, Yellow**
**No Passing Barrier, Right or Left, Yellow**
**Lane Line, Skip Dash, White**
**Lane Line, Solid, White**
**Edge Line, Left, Yellow**
**Edge Line, Left, White**
**Left Turn Lanes**
**Turn Arrows**
**Unknown**

Note: Any combination of the above is possible...

**Rationale:** Important to compare the existence of pavement markings with crash data.

## L13. Pavement Marking Material

**Definition -** The material pavement markings are made of.

**Source - Roadway Inventory**

### Attributes:

**Paint**
**Thermoplastic**
**Raised Markers**
**Permanent Inlay**
**Tape**
**Other**
**Unknown**

**Rationale:** Important to compare the type of pavement markings with crash data.

## L14. Bikeway

**Definition -** Any road, path, or way which is specifically designated as being open to bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes.

**Source - Roadway Inventory**

### Attributes:

**No Bikeway**
**Bicycle Route (Signed)**
**Bicycle Route (Striped) - Right Only**
**Bicycle Route (Striped) - Left Only**
**Bicycle Route (Striped) - Both Sides**
**Separate Bicycle Path/Trail**
**Unknown**

**Rationale:** Needed to determine usage and safety of bicycle facilities.

## L15. Delineator Presence

**Definition -** The presence or absence of a series of reflecting devices mounted at regular intervals on the side fo the road.

**Source - Roadway Inventory**

### Attributes:

**None**
**Delineators Right**
**Delineators Left**
**Delineators Both Sides**
**Tall Delineators**
**Unknown**

**Rationale:** Important to determine delineator effectiveness.

## L16. Traffic Control Type at Intersection

**Definition -** Type of Traffic Control device at the intersection where the crash occurred.

**Source - Roadway Inventory**

### Attributes:

**No Control**
**Stop Signs on Cross Street Only**
**Stop Signs on Mainline Only**
**Four Way Stop Signs**
**Four Way Flasher (red on Cross Street)**
**Four Way Flasher (red on Mainline)**
**Four Way Flasher (red on all legs)**
**Yield Signs on Cross Street Only**
**Yield Signs on Mainline Only**
**Signals Pre-Timed (Two Phase)**
**Signals Pre-Timed (Multi Phase)**
**Signals Semi-Actuated (Two Phase)**
**Signals Semi-Actuated (Multi Phase)**
**Signals Fully-Actuated (Two Phase)**
**Signals Fully-Actuated (Multi Phase)**
**Other**
**Unknown**

**Rationale:** Important to understand the relationship between crashes at intersections and the type of traffic control device present.

## L17. Total Volume of Entering Vehicles

**Definition -** Total entering vehicles for all approaches of an intersection.

**Source - Roadway Inventory**

### Attributes:

**AADT**

**Rationale:** Important to understand volume of crashes as a measure of exposure for mainline approaches.